

The National *Falcon* News



Chris Marquez
Austin, Texas

1963 Falcon Futura Convertible



July 2008

Cover: Chris Marquez

New member Chris Marquez sent this cover shot of his 1963 Futura convertible that he has worked hard on. See more photos and his story on back cover.

Do you have a photo you think should be on the cover? Send it to the Editor, address on page 6.

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July 2008



James H. Dottling, Ltd. FALCON CONNECTION 1960-1965



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My husband and I were in America in 2003 to buy Classic Mustangs, and while we were out looking one day we saw a Falcon

on the driveway of a house in Fullerton California. It wasn't for sale, but being typical Aussies, we went in and asked if it was for sale anyway. They told us they were keeping it for their daughter who was 9 at the time. We left our cell number and went on



up to San Francisco to visit my relatives, but kept in touch with the owner—he was still hemming and hawing.

By the time we got back from visiting, we only had one space left in our shipping container. The owner eventually decided to sell, but he couldn't find the title. He said he would deliver it to the shipping yard. The Falcon needed a new fuel pump, and he had no idea what to do about it. My husband got Eddie to drive him to a parts store and came back to fit it, but we had no tools. Eddie produced a set of tools, brand spanking new.

When we got home, nobody had seen any of these 1965 Falcons, as Australia didn't produce this shape, only the 1963



—Continued on page 4

shape and my husband (who is a restorer) wanted to sell it but, luckily for me, nobody wanted it. It was a faded red with torn interior and really scruffy looking.

Once it was my vehicle, I persuaded him to restore it for me. I had a color in mind and I went to the auto paint supplies and said I wanted the color of the ocean in the Caribbean, on the white sand with the blue sky making it a green turquoise. I even took a picture with me. I had trouble finding upholstery to match, but got there in the end.

This is a bare metal restoration and even though it is on restricted registration, I drive it as much as possible—it sure does attract a lot of attention. The color draws people to it.

Of all the Falcons we have seen since, we have not found one with the same moulding down the side. Could anyone tell me about it? It is a two door pillared 1965 Falcon.

—Submitted by Julie Walters
(FCA #12962)

Ningi, Queensland, Australia

“Could anyone tell me about the moulding on the side? We have not seen anything like it.”



President's Message

Carolyn and I are making our last minute preparations for our annual trip to the Falcon Club of America National Convention. We're both excited about the trip, getting to see our many Falcon friends. I am also really excited to have my recently completed 1965 Sprint attend it's first National Meet since 1989 in Overland Park, Kansas. I hope everyone has made their plans by this time and are ready for the trip.

Our Club Store Managers, Bonnie and Mary are planning to have some new merchandise available again this year. The Club Store is slowly making it back with the help of Cliff McKay, Joe Stowe, and James Baxter and, of course, the Membership for supporting the Club Store with your purchases. Stop by this year to visit the Club Store and say thanks to Bonnie and Mary.

Many times we have questions about our Falcons and just can not find the answer or information we're looking for. There is a valuable resource available in

our great Falcon Club of America, our Head Technical Advisor, Bruce Wolfe and his group of Technical Advisors representing each year the Falcon was manufactured. Within this group, there are many years of experience with and knowledge of the Falcon automobile. Please join me in thanking Bruce and all of the Technical Advisors for their help over the years. See the listing on page 25 of this issue.

We look forward to seeing everyone in Springfield for the 29th National Convention of the Falcon Club of America.

Remember—Take a Kid to a Car Show!

Chuck and Carolyn



Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Ryans Restaurant
Concord Mills Blvd
off I-85
(704) 735-5077

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539
Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat.—monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(313) 980-1868

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(952) 334-1654

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

Falcon Club of America Officers

PRESIDENT

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780-7513
321-383-1955
crbeason@cfl.rr.com

VICE PRESIDENT

James Baxter
1192 Mirror Lake Road
Lincolnton, N.C. 28092
704-736-1920
ncfalcon@charter.net

RECORDING SECRETARY

Bill Poole
13701 Harbour Bluff Court
Midlothian, Virginia 23112
804-739-1615
billandkaren@mindspring.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
314-645-7082
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Wendelyn Crosby
16318 Riggs Rd.
Stilwell, KS 66085
wcrosby62@sbcglobal.net

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349
Falconclub@aol.com

CORRESPONDING SECRETARY

Ruby Throgmorton
2108 Memorial Dr.
Jacksonville, AR 72076
501-982-9721
RubyRTFCA@aol.com

INTERNET DIRECTOR

Dave Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-508-6874
FCA@Falconclub.com

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-508-6874
Chapter@FalconClub.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

BOARD OF DIRECTORS

Bill Knabe (5)
1214 S. Irvington Ave.,
Indianapolis, IN 46203
317-357-5397
wknabe63@att.net

Mark Sword (4)
521 Dogwood Meadows Ln.
Austin, AR 72007
501-843-1441
luv4fords@hotmail.com

Kent Whisenand Jr. (3)
3112 S. Independence Ct.
Lakewood, Colorado 80227
720-480-4910 kent.whisenand@red-hawkindustries.com

Cliff McKay (2)
3234 N. Mascot
Wichita KS 67204
316-838-7487
hiflyer@cox.net

Frank Bell (1)
720 San Antonio Tr.
Mansfield, Texas 76063
817-480-2365
fandybell@hotmail.com

REGIONAL DIRECTORS

North Eastern Region

Ray Chevalier
73 Francis Rd.,
Glocester, RI 02857
401-934-2105
raysfalcon@cox.net

South Eastern Region

Ken Earnhardt
1960 Old Farm Rd.
Concord, NC 28025
704-786-2722
kenearnhardt@vnet.net

North Central Region

Jack Ellis
17860 168th. St.
Bonner Springs, KS 66012
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Dale Daugherty
704 Outer Loop
Louisville, KY 40228
502-231-8715
drdwolfe@insightbb.com

South Western Region

Russell Welty
645 Langham Rd.
Beaumont TX 77707
409-498-3596
russell.welty@englobal.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360
colo-falcons@peoplepc.com

Pacific Region

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95405
707-546-8082
57ray@pacbell.net

WEB SITE

www.falconclub.com

Classified Advertising

Falcons For Sale



1968 Falcon Futura four door sedan, 289 V8, Cruise-o-matic, factory A/C, P/S. Well kept, rust-free Southwest car. Nice shape inside and out. 62,000 original miles. White over gold, white interior. New custom turbo duals, new brakes. Good driver. \$4200 OBO. Cliff Reisig, 505-585-5545 or hhazard87002@yahoo.com. NM

1968 Falcon Futura Deluxe wagon. California car, 289 cu. in., automatic, factory air (not charged). Front disk brakes, roof rack, dual tailgate with electric rear window. Original interior, newer paint, new rims and tires. Runs great. Lots of

parts. Past Feature Falcon. \$10,000 OBO. Email for photos, Bryan, sawtellefab4@verizon.net or 805-934-4408. CA.



1966 Falcon Ranchero. Restored complete. Bright Red. Bucket seats. Power windows and door locks. Air Conditioning. New dual muffler system. New MP3 CD, AM, FM Radio. Stock 289 engine. New Tires. Excellent condition. No rust! E-mail pictures, billydee@rascal.cc

Asking \$12,000. or OBO. Located in Grants Pass, OR.



1966 four door, 200-6 cyl. automatic, air, power steering, 79,000 actual miles. New turquoise and white paint, new seat covers, carpet, trunk mat, dash pad, alternator, fuel pump, brakes, shocks, plugs, points and so forth. Excellent tires, never any rust, very nice and ready to go. \$4,950. Ezra Wingfield, 501-316-0997 or 501-249-4488. AR.

—Continued on page 9

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xcInt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

29th Falcon National Convention



Dear Falcon Club of America Members:

I would like to invite and personally welcome all FCA members to the 2008 National in Springfield, Missouri on July 10-12, 2008. The many events we have planned leave little room for boredom, and we believe there is something for everyone. On Thursday, we will be touring Dick Clark's American Bandstand. Along with the memorabilia from past performers, '57 Heaven provides us with one of the largest collections of 1957 vehicles. Rumor has it that there is one of every vehicle ever produced in 1957! There is also a café where FCA members can enjoy lunch in a great family environment.

On Thursday evening, we have planned a welcoming party, with free food and drink for everyone. The mayor of Springfield will be attending that evening to welcome our club.

For Friday, we have been fortunate to schedule a tour of Carlisle Power Transmission and Rubber, previously known as the Dayco Belt Plant. Here, we will be able to witness how seat belts are made. I believe this is an activity everyone will enjoy participating in. On Friday afternoon, we will be attending the Ozark International Drag Strip for a Falcon Drag Fest.

For non-Falcon related activities, transportation to and from the Battlefield Mall will be provided by shuttles. There are lots of attractions in Springfield and we hope FCA members find time to enjoy them all.

The hosting chapters, Gateway, Wheat State, Founder's, Mid America and Sooner State, have made it possible to have the following awards presented: Best Original Falcon, Best Modified Falcon, and Best of Show. In past years, we have had many requests for these awards. I would like to thank the sponsors for providing and helping with these awards.

I would like to close by saying if there is anything we can do to help you with your trip, feel free to let us know. My personal phone number is 501-843-1441 and I can be reached from 6:00-10:00 PM, Monday through Friday, and anytime on the weekends. I look forward to seeing everyone at the 29th National Falcon Meet.

Sincerely,
Mark E. Sword
National Meet Chairman

Dear Falcon Enthusiasts:

Dick Clark's American Bandstand Theater Complex in Branson, Missouri would like to welcome you to the Ozarks and invite you to visit our complex while attending the 2008 FCA National Convention.

Dick Clark's American Bandstand Theater features live musical performances by legendary Rock-N-Roll artists: All Originals! All the Time! Shows for 2007 include:

The Righteous Brother's Bill Medley with special guest Paul Revere and the Raiders.

The Original Comets (of Bill Haley and the Comets),

The Original Stars at American Bandstand hosted by Fabian, starring Bobby Vee, The Chiffons, Bryan Hyland and Chris Montez.

The Original Crickets of Buddy Holly and The Crickets

Dick Clark's American Bandstand Grill is the great American food experience! Enjoy all-American menu selections like mouth-watering hamburgers that taste so good you'll swear they came off the grill in your backyard. View memorabilia from Dick Clark's personal collection in a relaxing, friendly atmosphere, watch music videos and American Bandstand clips, and check out pictures, gold records and other items from artists that helped shape American music.

Club '57, is also a unique addition to Branson's nightlife. With live music nightly, Club '57 is the place for adults to finish their night on the town. Choose from top-shelf mixed drinks like manhattans, martinis - "shaken not stirred," old fashioned or something from the extensive wine menu, all served while you kick back in the back seat of a 1957 convertible. The eclectic music mix includes rhythm and blues, great '50s Rock-N-Roll, cool jazz or Karaoke!

Open for the first time to the public, '57 Heaven is the world's finest collection of flawless, exquisite 1957 automobiles and memorabilia. Step back in time as you tour this awesome display of over 60 priceless 1957 autos, complete with an entire recreated "Hometown America", including a drive-in movie, fire station, barbershop, gas station, Cadillac dealership and more. Each vehicle registered for the show will receive ONE FREE pass and each additional museum pass they purchase will be half price.

We hope to see you in 2008!
www.57heaven.com

Classified Ads (con't)

—Continued from page 7

1965 Falcon Futura factory original red on red, black top. V8, four speed, bench seat convertible. Original 63,000 miles. No rust, original body panels, one high gloss repaint. Includes collection of hard to find NOS parts in original boxes. Must buy all, \$19,900. Call Ed Torres, 610-746-3056 EDT. PA.

1965 Falcon convertible, factory original Rangoon red with red interior, black top V8, four speed, bench seat. In great condition with 63,000 miles. No rust, original body panels with one gloss repaint. Also included collection of NOS parts in excellent shape. Must sell together \$21,900. Call Ed, 610-746-3056. PA.

1965 Falcon Futura Convertible, blue exterior, blue interior, white convertible top. New carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, beautiful car, \$12,000. Call Joanne Henderson at 314-894-3024 or send email to jojofalconlady@sbcglobal.net. MO.



1965 Ranchero Deluxe, 289 V8, C4 automatic, factory power steering. No rust, new red paint, glass and interior. Front disc brakes, rebuilt engine and transmission, new wheels and tires. Many improvements. Beautiful Falcon. \$10,000. Call Ronald Winkler, 775-626-3651. NV.

1965 Falcon 2 Door. 47K Orig. miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$12,200 OBO. Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.



1965 Falcon Ranchero, 302 engine, mild cam, Edelbrock manifold and carb, air conditioning, aluminum radiator, complete msd ignition, power steering and brakes, tachometer and gauges, headers and exhaust, Alpine sound system, Rhino bedliner, new battery, over \$22,000 invested. Sacrifice \$12,000 firm. Ken Smith, 949-387-6110, or kahuna92630@cox.net. So. CA.



1964 Falcon Futura Convertible..302 3-speed on floor..Runs (I have the original.260. New Top, new brakes, new tires. Body good in primer, Asking \$8500. Maggie Clark, 931-788-6390 or 931-335-4621. Eastern TN.

1964 Falcon Sprint Convertible. 260 V8, four speed. Excellent condition, very original, no rust. Numbers match. Black paint, interior, and top. 146,000 miles. \$13,900. Jim, 765-564-4443 or jcplace2@ffni.com. IN.

1964 Falcon Sprint. Rust free, original paint. No engine and transmission or seat. Was 260 four speed with bench seat. Otherwise complete. \$5400. Butch Koennecke, 870-499-3300 or onlybk@centurytel.net. AR.

1963½ Sprint Conv. Restored & upgraded. Reman'd orig 260 and 4-speed, red interior, black exterior, white top. Hurst shifter, Hooker headers, 2.80 gears w/trak-lok differential, four tube radiator

w/dual electric fans, 14 x 6 steel wheels, fact wire covers, 195/75R14 Michelins. Featured in April 2005 Falcon National News. \$23,000. Also for sale: 1986 Mustang SVO Raced in One Lap of America in the '90's. 2.3L turbo/intercooled, five-speed, 8.8 Trak-lok, fourwheel disks, 16 x 7 fact wheels. Also has full cage, 5 point harnesses, fuel cell, and many spares. Looking for a good home! \$2500. Mike Garrett, 301-916-3323. MD.

1963½ Sprint Convertible. Original 260 V8 w/automatic transmission. 102,000 actual miles. Very few parts missing. Needs restoration. Louisville area. \$5000 negotiable. Greg 502-262-9072. or pictures available by e-mail: dglass@nafcs.k12.in.us.

1963 Sprint Convertible. Red on red, new white top and red interior (not installed). Installed original rebuilt 260 V8. Rock solid body. Tach, much new chrome, too many new parts to list. 4-speed, Hurst shifter. Car about 65% finished. Easy finish to show quality. \$12,900. Wayne Lynn, 864-444-5255. Taylors, SC.

1963 Falcon Sprint convertible. This car was owned by the same person for 37 years. I bought the car to restore and sell. New interest have come up; now I would like to sell the car as is. I have all new interior parts that have to be installed. The seats are not done, although I have new seat covers. The car has the original tachometer, New tires, new inner rockers, and it has been repainted Rangoon red. The car has red interior, all glass is good. The convertible top is good, but the plastic back window needs replacing. Mechanical work has all been done. Call for details! Selling for \$19,000. Tom Maslanka, 860-583-6359. CT.

—Continued on page 22

18th ANNUAL FALCON CLUB OF AMERICA PACIFIC REGIONAL

Falcons and Comets Cruz'n the Northwest

Hosted by The Sonoma County Falcons for Fun Chapter, The Rainier Chapter and The
Columbia River Falcon - Comet Club
August 15TH AND 16TH 2008



SHOW LOCATION - August 16th 2008

Antique Powerland, 3995 Brooklake Road NE, Brooks, OR 97303**

HOST HOTEL - Red Lion Hotel

3301 Market Street NE, Salem, OR 97301

Call (503) 370-7888 or (800) 248-6273

Mention the Falcon Club for special rate of \$89.00+tax

Reservations must be made by July 25, 2008 for special rate

Registration Form

NAME _____		SPOUSE/GUEST _____	
ADDRESS _____		CITY _____	STATE _____ ZIP _____
() _____ PHONE	E-MAIL _____	CHAPTER (if Applicable) _____	
YEAR _____	MODEL _____	BODY STYLE _____	

SEE WEB SITE - <http://www.rainierfalcons.com/08regional.html> for Event Schedule and other show information. Best of Show, Ladies Choice, Farthest Driven and Oldest Car Awards.

	PRIOR TO 08/06/08	AFTER 08/06/08	QTY	REMITTANCE
FIRST VEHICLE	\$20	\$25	_____	\$ _____
ADDITIONAL VEHICLE	\$15	\$20	_____	\$ _____
NO VEHICLE	\$10	\$15	_____	\$ _____
REGIONAL T-SHIRT	\$15	\$15	S _____ L _____ XL _____	\$ _____
	\$17	\$17	2XL _____	\$ _____
BBQ after show (Kids Free)	\$5	\$5	_____	\$ _____
PARTS SWAP SPACE/CAR CORRAL	\$15	\$15	_____	\$ _____

Make Check Payable to:
Sonoma County Falcons for Fun

Mail Registration and Check to:
John Guerini
3890 Rock Spring Drive
Santa Rosa, CA 95405

More Information:
John Guerini (707) 696-8607
guerini@sbcglobal.net
<http://www.rainierfalcons.com/08regional.html>

TOTAL... \$ _____

Liability release must be signed to complete registration: It is understood that the Falcon Club of America and the Sonoma Falcons for Fun and Rainier Chapters of the FCA, and the Columbia River Falcon-Comet Club assume no responsibility for loss or damage of car or property during this event.

Signature _____ Date _____

****Antique Powerland** is a complex of several heritage power museums. It includes the Oregon Electric Railroad Museum, Pacific Northwest Truck Museum, Vintage Car and Motorcycle Museum, the Brooks Depot Museum of Local History, Steam Museum, Tractor Museum, Large Engine Museum, Caterpillar Machinery Museum.



Complete Clutch Kits from Clutch Auto

Growling, chirping or squealing noises may not be the sounds of nature.

Repair your worn clutch with a complete clutch kit. A kit includes the clutch disc, pressure plate, throwout bearing, pilot bushing, and an alignment tool.

LEVER TYPE

'65 - '66 200

9" disc

10578

\$189⁹⁵ kit

'67 - '70 200 with 3-speed (3.03) transmission

9" disc, 10 spline

19242

\$169⁹⁵ kit

DIAPHRAGM TYPE

'64 - '70 260, 289, 302

10" disc

10029

\$109⁹⁵ kit

'67 - '70 200

12002

\$149⁹⁵ kit

'70 1/2 351

11" disc

11999

\$129⁹⁵ kit

Aluminum Flywheels

Fidanza



Made from the highest quality 6061 T6 aluminum, these flywheels are known for their strength, heat dissipation and, of course, reduction in weight. A Fidanza aluminum flywheel can mate with any type of clutch material, including organic, Kevlar®, ceramic, metallic and sintered iron. The replaceable friction surfaces are attached with military grade aerospace fasteners. The ring gears are made from 1050 steel and heat treated for durability. SFI approved.

'65 - '70 289, 302

164 teeth.

Includes hardware and instructions.

186511

\$339⁹⁵ ea



C3DZ-3A714A



C3DZ-3A717A



C6OZ-3A714A



C6OZ-3A717A

AK
EXCLUSIVE

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'63 - '65 6-cylinder before 8/17/64.

9" long with 5/16" male inverted flare x 5/16" male inverted flare. Requires 1 of C3DZ-3A714A and 1 of C3DZ-3A717A per vehicle.

To cylinder

C3DZ-3A714A

To control valve

C3DZ-3A717A

\$39⁹⁵ ea

'66 - '70

9 1/2" long with 5/16" male inverted flare x 5/16" male inverted flare. Requires 1 of C6OZ-3A714A and 1 of C6OZ-3A717A per vehicle.

To cylinder

C6OZ-3A714A

To control valve

C6OZ-3A717A

\$39⁹⁵ ea

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FR8606



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FR8535

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New, not remanufactured. No core fees!

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I look forward to the arrival of *The Nickel* every Wednesday in my town. *The Nickel* is a very nice classified ad "freebie" newspaper and, of course, has the required used car section. My first priority is to check out the classic car section. My second priority is to open up the "Car Talk" page and check out those guys.

Like most Falcon lovers, I am always on the lookout for a Falcon I can't do without. This is ridiculous, because I already have two of the little buggers and no more garage space. Nonetheless, while perusing the ads a few months ago, one caught my eye. It went something like this: "1964 Falcon 4 door: Original upholstery, good condition, runs great. \$2000. OBO."

Because of my Falcon disability, I could not resist calling the number. The lady said her husband had wanted to restore it, but has gotten too old for it (he's younger than I am). I was a bit nonchalant about it and after obtaining the address, I told the lady I would try to get by on the weekend to have a look at it. She was a little on the grumpy side, so I was equally aloof.

A few days later on a Saturday, I rounded up my brother-in-law Vern, also a Falcon owner, and we took the twelve mile trek down the road to see if we could find it. As I rounded the corner to the street that it was parked on, this is what I saw in the back yard.

My first thought was, "This can't be right". This is a 1965 and hardly fits the description of the car that Miss Grumpy described. Although probably restorable, it isn't a \$2000. car and if cats are living on it or in it, I'm not sure I even want to open the doors. Note how the guard cats are posturing when I arrived. It looks like the orange one is saying "Stop: Do not approach the vehicle." Fairly disappointed, I turned the corner to park my car and go check it out, just in case it had a rebuilt 289 with a factory four-speed. I'm not sure what I felt when I discovered that we were at a different address than the lady gave me, yet on the right street. Is it possible that there are two Falcons on this street? The odds are not in favor of that.

Back in the car, Vern and I started up the street and found the correct address, four blocks away from the Cat Car. Here are a few pictures of what we saw.



Obviously we were instantly impressed. We gave it a cursory walk-around inspection to find only one item of concern. The left front fender was slightly different in color from the rest of the car. But it was properly aligned and considering the 43 years this car has been around, a minor accident could be forgiven.

Continuing the inspection, my next item of interest was the drive train. It turned out to be your basic 170/6 with a two speed automatic. Also forgivable, but I liked the factory air conditioning. Above all else, this car was clean and all parts were there. Even the hub caps were un-scarred and nice looking. The upholstery was indeed the original upholstery, but showing the compulsory wear and tear.

It turns out that the lady didn't live where the car was parked, and as such, she was unavailable to let us take it

—Continued on page 14



The Nickel

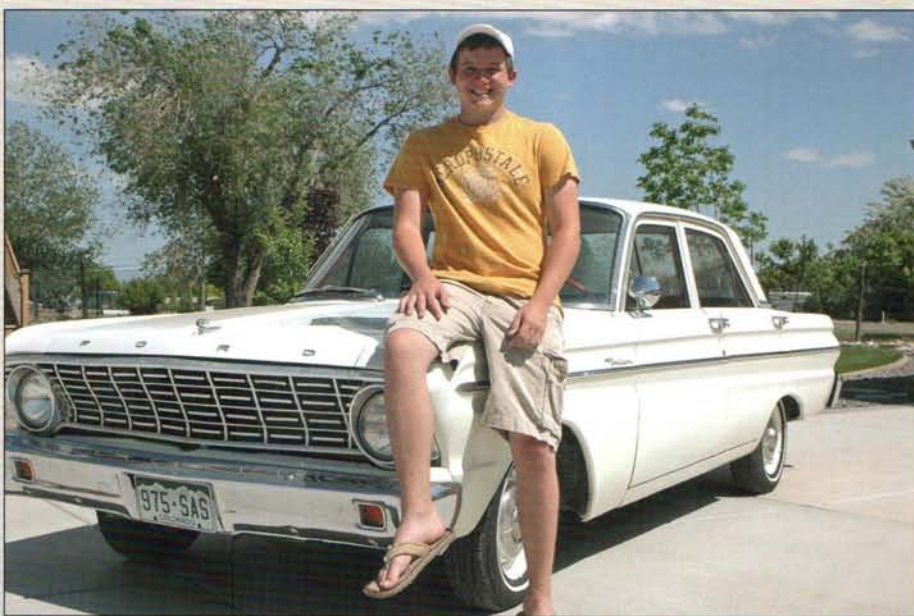
—Continued from page 13

for a test drive. We left for home pretty jazzed about the car, but only because it was available. Neither one of us really had the room for another Falcon, nor the time and money to spruce one up. None-the-less, I wanted to learn more about the car so I called the lady back the next morning to set up a test drive. We arranged to meet in the afternoon on a Sunday where she kept the car. I took another look around the car for good measure before she handed me the keys. She insisted on going with me, apparently to ensure I didn't hot rod it.

It started right up and drove nicely, but needed a major tune-up. About three blocks into the test drive, it began to rain pretty hard. It was a good opportunity to check for leaks and operate the wipers, which also passed muster. But surprisingly, only about a mile into the drive, Lady Grump started giving me directions to turn and go back to the house. It seemed more rude than suspicious, but I aimed back that direction and eventually parked the car with only about two miles worth of test drive on it. I offered her \$1500. just off the top of my head which she promptly refused.

We parted ways for the day with an agreement that she would call me if she changed her mind. After a few days had gone by, it became obvious that she was not planning to call me back. The next day I picked up the phone and offered her \$1560. as a final offer if the car was still available. After she moaned and groaned for a while, she finally told me to come and get it.

I got Vern to give me a ride out there so I could drive it home after paying the lady. On the drive back to my house I asked Vern to follow me for a while to check for excess smoke out of the exhaust pipe. He gave me the thumbs up and peeled off toward his own house. I had a ways to go yet



Welcome, Drew! New 15 year old FCA member is very proud of his Falcon.

before I reached home and a pretty good hill to climb as well. By now the oil was well warmed up and the car was zipping along quite nicely, that is until I got to the hill. Then it started to knock like the old timer that it is. When I pulled into my driveway, my wife Ramona was outside to welcome the newest Falcon to our home. Her first words were, "Can you hear that thing knocking?" I said, "Yes. I can and now I know why the lady didn't want me to drive it more than a mile or so."

A little dismayed of course, but I reasoned that I might be able to fix it easily with rings and tune-up. After all, the cost of the car wasn't that much. While it was sitting in my driveway shortly after I brought it home, my neighbor came over and stated that if I wanted to sell it, he would love to buy it for his 15 year old son who will soon be driving.

What I really wanted it for was to remove the A/C and install it in my 1964 Ranchero. I told him about the A/C and the engine trouble and we decided to go forth with some repairs and cut a deal afterward.

To make a long story short, I did not take the A/C due to the various hassles of re-installing it into a V8 car and the effects it would have on my '64's originality. We had the engine worked over by a friend of mine who replaced a piston, rings, bearings, and some other parts. My neighbor, Bob, and I made a deal to transfer ownership for only the amount that covered my purchase price and the engine work. His son, Drew, is now one of the newest members of the FCA (I think the check is in the mail). He is very proud of his Falcon. I made him promise me he would never get rid of it. I'll keep you posted on that.

Meanwhile, tomorrow is "Nickel day" and I can't wait to see what other she-nanigans I can get myself into.

If I can drum up a few more Falcons around here, we'll be reporting plans for a new FCA chapter. If any FCA members are interested in joining a chapter in the Grand Junction, CO area please e-mail me at tedra82@bresnan.net.

—Submitted by Ted Boothroyd
(FCA #6527)
Grand Junction, Colorado

Ted Boothroyd



Polishing it up



Drew works on the engine



Interior



Engine—Before



Engine—After



Sweet little Falcon has a new home with Drew and a new FCA member to boot!

Ted Boothroyd is a frequent and valued contributor to *The National Falcon News*. See his 1964 Ranchero, Eddie, in the October 2007 issue. Ted is looking for new FCA Chapter members in the Grand Junction, Colorado area. Please contact him at tedra82@bresnan.net if you are interested.

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This is Part Three of Tom and Pat Boscher's excellent adventure touring Route 66 in their '66 Falcon. Look for the next installment in an upcoming issue. You will be planning your own Falcon road trip by the time you finish reading this!

OCTOBER 14

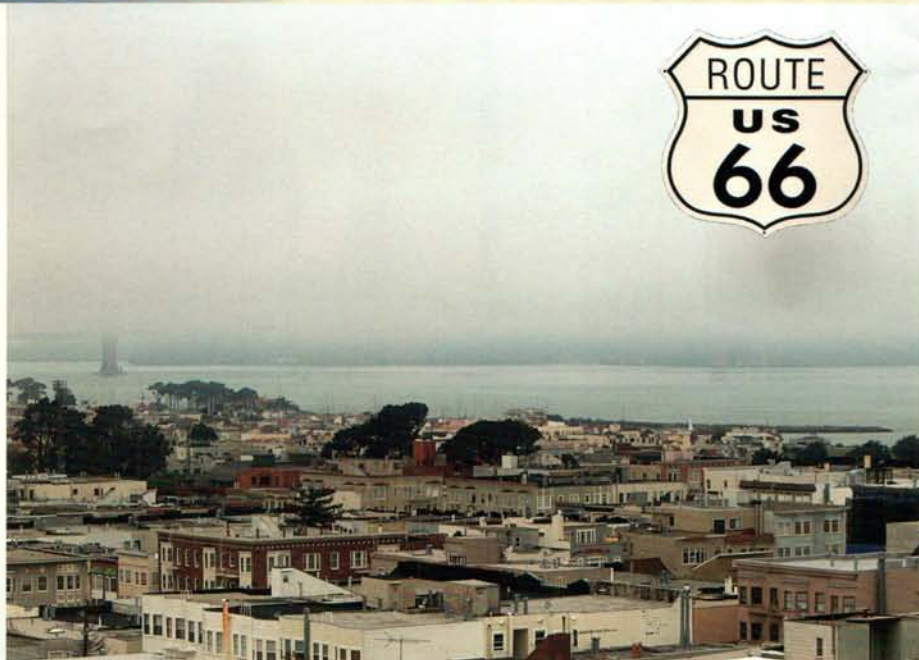
We awoke to fog. We couldn't see the Golden Gate Bridge. According to the hotel's guide, the bridge should have been visible. Luckily, we didn't have to drive in the pea soup. By the time we had breakfast and checked out, the fog had lifted enough so we could see the bridge supports from the water up to the roadway with the rest of the bridge still shrouded in fog.



Geary Street eventually leads to Seal Rock aptly named due to the hundreds of seals lounging on the rocks.



The water was as cold as it looks. The black dots in the water are surfers in wet suits waiting for the perfect wave. We got chills just looking at them and wondered if excess exposure to salt water affected common sense. We didn't care if folks say wet suits keep you warm. It was downright chilly that Sunday morning. Their teeth had to be chattering.



Our son, Jim, had visions of emigrating to Russia. After driving on Russian Hill, we figured Jim could move to San Francisco and work for a Russian rather than moving to Russia.



There is even a Russian Orthodox church for Jim to attend.

We returned to our hotel and found Lombard Hill to be just a block or two away. This is the street you see in almost all San Francisco promotional literature. Switch backs all the way down, one way and brick paved. I rode the brakes on the Falcon hard all the way to the bottom before turning toward Fisherman's Wharf. The road down to the wharf was almost as steep as Lombard Hill. More brake riding. When we reached wharf

level, we both smelled something hot. The brakes had overheated. The Falcons drum brakes are suitable for Southern Indiana but not for the hills of San Francisco. Luckily, the parking garage was not far away by this time. I am really, glad our Falcon has a C-4 automatic transmission, not a manual. Between brake and clutch use in San Francisco, I would have fried both during our visit.



When we parked on the third level, this is the view we had of Alcatraz. Foreboding is an understatement, no wonder few ever tried to escape. Along with cold water and severe rip currents. Plus, the inmates could see the lights of the city and know they wouldn't be able to get there until their time was served.



We turned the corner from the garage and saw streetcar after streetcar. It looked like the Chicago from my childhood. It was great to see these renovated cars in operation.



I met a man in Bedford who recently relocated from San Francisco. He said to go eat at Alioto's on the wharf and tell Vinnie and Joe that Frank sent us and to tell them Frank was run out of town by Gino. We did. Vinnie and Joe didn't seem surprised. Apparently, Frank told everyone he met to do the same thing if they got to Alioto's. Great food.

We were going to walk from Alioto's to Ghiradelli's Chocolate, but the distance and hills made us think twice.

We found the cable car terminus and began our wait. The cars weren't moving when we got into line. I think it was about 25-30 minutes before the cars

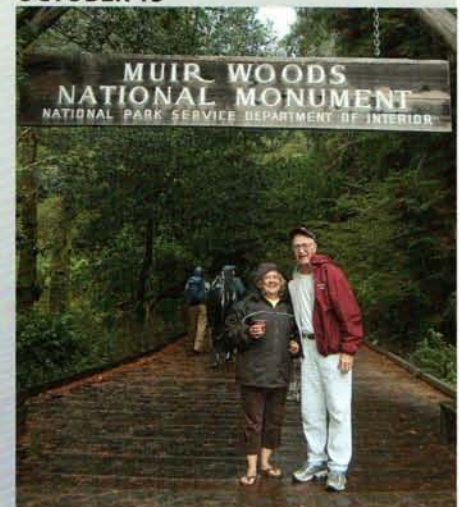


started running. We found out later that there is one section where two cable cars cannot pass at the same time. The two directions on one street shared a common center rail. The wait was needed to coordinate the cars movements so only one at a time was on that street. Pat thought the wait was worth it as we saw sections of San Francisco the Falcon would not have enjoyed.



The first city across the bridge is San Rafael where we stopped for coffee and Danish before heading Muir Woods.

OCTOBER 15



We backtracked toward San Rafael and Muir Woods, a valley of Sequoias that survived natural processes, man's carelessness and San Francisco's building boom. The trees were not harvested along with millions of other Sequoias and California Redwoods because the sides of the valley are so steep there

—Continued on page 18

was no way to get the huge logs out of the valley. Muir Woods is about 40 minutes via freeway and very twisting, narrow two-lane roads. It was raining when we arrived at the woods, but the tree canopy is so dense we hardly noticed the rain until we walked from under them into a clearing. The air was amazing, fresh, clean, aromatic. I wonder if this is the aroma so many air-freshener companies are trying to capture.



Some of the trees are more than 250 feet tall and to say they are impressive is an understatement. It's something like walking through downtown Chicago or Manhattan. We're very happy that man was not able to harvest these and that there is so much natural beauty so close to a major population center.



As we headed toward Napa Valley for lunch, we noticed the sign promoting Infineon Raceway because of the huge cow with flames sporting a V-8 engine and awesome exhaust headers. We took the turn toward Napa, which just happened to be the same one for the raceway. The gates were open and the first corner we saw was the hairpin leading to the start/finish line. I drove up and just sat there. Almost impossible to do this at the Indianapolis Motor Speedway. Not so at Infineon. No guards. No closed gates.



The NASCAR garage area was open and accessible to the Falcon. It was amazing to watch the steering wheel turn toward the open door and hear our engine rev as we neared the stock cars in the garage. Using discretion, the Falcon stopped just outside the garage and peeked in to say "Hi" to its cousins. I think the stock cars were used for those Richard Petty driving schools. The cars certainly appeared to be full race stockers.

OCTOBER 16



Sacramento has the widest variety of trees within its city limits of any city anywhere. The capitol has hundreds of varieties, most labeled with



its common name and botanical name. Every tree had a numerical plaque on it even if the names were not.



This is the rotunda ceiling above the sculpture.



The Pony Express ended in Sacramento. We had been in Joplin, MO, which is where I recall it starting. I hope I haven't disgraced my history teachers and that I'm smarter than a 5th grader.

We reached the western end of Route 66 on this trip. We've been to the eastern end in Chicago several times. We saw this U.S. 40 sign and must have been at its end either here or in San Francisco. We may find the eastern terminus during our cruise to the '09



Dover Nationals. Pat's gone along with my suggestion that we vacation in the town hosting the FCA Nationals and travel the back roads to and from the show each year. So far so good. We've done Race to Indy and Falcons Fly North. We're planning on Springfield in 2008 as well as Dover in 2009. We've offered to take our oldest grandchild under 16 with us on our FCA travels. This year, Steven accepted. He's on the verge of becoming an old car guy. He says, "Old cars are cool. Everyone waves when you drive past. The cars are all so different. Today's cars all look alike." He's 15 next year and will be 16 for Dover—who knows his first car may be a Falcon. He can't do better.



We headed for Falcon Enterprises. They didn't have the trim for over the left and right rear windows, but suggested we contact the Falcon Club Chapters around San Francisco. No reply as yet; guess we'll try an ad in *The National Falcon News* since we sold our chrome pieces and radio there. Why didn't I think of using the magazine to buy what we need as well? The search continues and that's the fun part. I don't know what I'll do if I finish the Falcon. Get another one?



I could have spent days here at Tognotti's. I had to use my handkerchief several times—drooling is so unbecoming. I hadn't seen a hot rod supermarket before. In Sacramento I found two great places to shop, plus a specialty Falcon store.



Coloma is home to the first gold discovered in California. The sluice ahead of the Falcon is a replica of that used during the discovery.



Continuing uphill toward South Lake Tahoe, we passed Bridal Veil Falls. We were rounding a curve, and the falls appeared almost immediately afterward. Folks have told us this isn't "the" Bridal Veil Falls, that is in Yosemite. Maybe this could have been Bridesmaid Falls, but the sign said Bridal Veil Falls.

OCTOBER 18



We departed from South Lake Tahoe with temps in the low 30's; arrived Fallon, temps in mid 60's. We achieved another of Pat's desires, she had always wanted to stay here.



The Falcon found another old car to park near. It seems an old car was almost always nearby when the Falcon stopped.



We met the nicest people from all over, some from our next destination who gave us pointers on the best local food, always a welcome recommendation as we continued on our journey.

—Continued in a future issue

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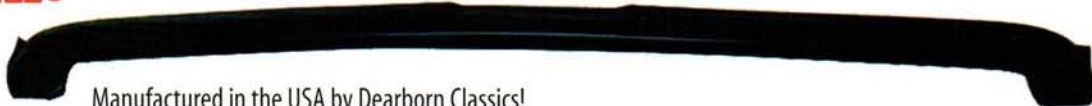


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modern performance and handling. Mounts to stock ball joints and includes rebuilt power rack & pinion unit and all mounting hardware. Engineered to mount into stock components with ease. Installs in an afternoon with proper tools. Note: For automatic only, will not fit 4 speeds. Can be used with Dearborn Classics tri-y headers, cast iron headers or stock rear exit small block exhaust manifolds. *Automatic with column shift only.*

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Things You Should Know But Probably Don't

—Continued from June 2008 issue

22. There are no words in the dictionary that rhyme with: orange, purple, or silver.
23. Leonardo Da Vinci invented scissors. Also, it took him ten years to paint Mona Lisa's lips.
24. A tiny amount of liquor on a scorpion will make it instantly go mad and sting itself to death.
25. The mask used by Michael Myers in the original Halloween was a Captain Kirk's mask painted white.
26. If you have three quarters, four dimes, and four pennies, you have \$1.19. You also have the largest amount of money in coins without being able to make change for a dollar (good to know).
27. By raising your legs slowly and lying on your back, you can't sink in quicksand (and you thought this list was completely useless).
28. The phrase "rule of thumb" is derived from an old English law, which stated that you couldn't beat your wife with anything wider than your thumb.
29. The first product Motorola started to develop was a record player for automobiles. At that time, the most known player on the market was the Victrola, so they called themselves Motorola.
30. Celery has negative calories! It takes more calories to eat a piece of celery than the celery has in it to begin with. It's the same with apples!
31. Chewing gum while peeling onions will keep you from crying.
32. The glue on Israeli postage stamps is certified kosher.
33. Guinness Book of Records holds the record for being the book most often stolen from public libraries.
34. Astronauts are not allowed to eat beans before they go into space because passing wind in a space suit damages it.

—Submitted by Bill Hardin (FCA #10055)

Reprinted from *The Desert Flyer*, Newsletter of the Arizona Chapter, Bill Lind, Editor

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Classified Ads (con't)

—Continued from page 9

Two 1963 Ford Falcons. One convertible, rough but restorable is a 6 cyl. auto motor stuck has 1960 front clip. The other is a four door that was rear-ended but has 34,000 original miles; also a 6 cyl. auto. \$1200. for both cars. Contact Robb, 724-456-6130 or send email to jeeprobb@netzero.com. NW PA.

1963 Falcon Futura Convertible, white exterior, white convertible top, red interior. New carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, great car, \$12,000.00. Joanne Henderson, 314-894-3024 or send email to jojofalconlady@sbcglobal.net. MO.

1963 Falcon Deluxe Station Wagon, built Sept. 20, 1962, 170 CID 6 cylinder engine, 3 speed manual transmission, column shift, luggage rack, backup lights, full wheel covers, Viking Blue exterior paint, medium blue interior. Recent body work and original color paint, rebuilt heater box and heater core, resealed motor, rebuilt head, new clutch, pressure plate, throw out bearing, recently recovered seats in original style, new u-joints, Pertronics ignition \$4800, Ray Johnson, 707-546-8082 or falconray@pacbell.net. CA.

1963 Ranchero, built in San Jose, CA. Registered as 1962 with yellow CA YOM plates. Repainted white, with repainted red interior, bumpers rechromed. Straight, rust-free California car. 200 CI. six, Ford-O-Matic transmission, split manifold, duals. Runs good, transmission needs help; rebuilt C-4 goes with car.

\$2800. Don Mangan, 650-740-7536. San Francisco area, CA.



1962 "Futura Hotrod." Drive train is '63 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1962 Falcon two door, automatic, dark blue. 6000 miles on rebuilt six cylinder engine. Near complete restoration. Excellent body and glass. Many new parts in boxes, including rechromed bumpers and new grille. Car has been garaged for the last 20 years. Asking \$3500 OBO. Pat White, 508-252-3932. MA.



1962 Falcon Station Wagon. Original rust free Arizona car. White and Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John, 954-467-8371 or kelautoaircondit@bellsouth.net. FL.



1960 Falcon four door Deluxe sedan. This is one of the originals, manufactured in autumn, 1959. A family car since 1965, professionally restored in 1997. Original 6 cylinder 144 engine and automatic transmission have been rebuilt. Black with silver/grey interior. Asking \$12,000. Rick McNelly, 815-885-3749 or rkmcpd@cs.com. Rockford, IL.

1960 Ford Falcon two door, 78,000 original miles. Manufactured January 1960, Body 64A, Trans 3, Axle 1. Original 144 engine rebuilt 5000 miles ago. Many new and extra parts. Black with silver trim. Needs paint, some interior and minor mechanical work. \$10,000 OBO. Call Beverly at 517-849-7156. MI.

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Her info is on page 6.

Run a Photo Ad!

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See guidelines, deadline information and submission requirements on page 7.

Falcons Wanted

1966-67 Falcon Sports Coupe with Factory Air. Chuck, 615-268-3044 cell or chuck@mindspring.com. TN.

WANTED: 1964-1965 Falcon, Futura model with trim, prefer a 1965. Prefer V8. Must be automatic. A/C would be nice. Nice driver needing little or no work. Needing paint is OK. Not red or black inside or out, please. Hardtop, convertible or 2 door post. May consider nice 1965 wagon. Will travel in Canada or US reasonable distance from the Toronto, Ontario area. I am just north of Buffalo, NY border. Doug Clare, 519-787-0530 or send email to dougclare@sympatico.ca.

Wanted: 1962 Futura coupe, 1965 2 door HT, or 1967 Sports Coupe, clean driver or original. Six cyl and auto. trans. can be bench or bucket seats, any color but black. No rusted cars. Low miles a plus

70,000 or less. Milt Robar, 256-488-9318 eves. or rbrmil69@netzero.net. AL

Parts To Trade

Want to trade my 1964 factory, original Sprint Tachometer, chrome valve covers, chrome air cleaner cover, black armrests, NOS hood ornament, other misc Sprint items for a true HIPO 271 HP engine plus my cash. HIPO parts without block may work too. I also have 1965-68 Mustang parts, to trade/sell. Call Bob at 330-506-3137. Youngstown, OH.

Parts Wanted

1967 rear bumper. Three year restoration almost completed, I have reservations in Springfield already. PLEASE HELP! I have heard that 1966-69 are the same, but I'm not sure. Skip Mutchler, 312-287-4923 IL.

Wanted: a radio for a 1964 Falcon Futura. AM or AM/FM only. Would like new, but

will accept a used one if it is in working order. Please email Tom Di Donato with price and picture if possible at master-toolcorp@yahoo.com or call 732-919-1010 between the hours of 8 AM and 4 PM EST or mail info to P.O. Box 711, Farmingdale, NJ 07727.

For 1966 Falcon Sports Coupe: top trim piece on BOTH rear windows. Tom Boscher 812-849-6104 Eastern Time Zone or spicevalleyroad@verizon.net.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or email kslitteken@aol.com.

—Continued on page 28

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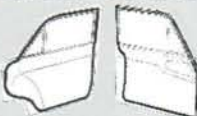


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FCA Technical Advisors

Head Technical Advisor:

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FALCON YEAR

NAME & ADDRESS

1960

Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576
FalconClub@aol.com, 228-466-4349

1961

Phil Barber, 2574 Riva Rd., #17-A, Annapolis, MD 21401
PBarberpr@aol.com, 410-266-8271

1962

Glenn Vanerendonk, 4305 N. Spruce, Kansas City, MO 64117
816-452-1967

1963

Bob Passino, 5188 E. Henrietta Rd, Henrietta, NY 14467
Mattyp8@juno.com, 585-334-6779

1964 Convertible

Russell Hoeksema, 4519 56th St., W. Bradenton, FL 34210

1964 HT & Sedan

Richard E. Alyea, 1817 N. Timber Ave., Bethany,
OK 73008-5726, 405-789-6592

1964/1965

Sta. Wag.

Frank Servas, P. O. Box 10, Center Valley, PA 18034
falcon@hypermips.com

1965

Jim Hatcher, 8301 W. 92nd Terrace,
Overland Park, KS 66212

1966

Phil Warren, 602 N. Harrison, Springhill, KS 66083
913-592-3571, pwrrn@cebridge.net

1967

Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236

1968

Leon Grantham, 8108 E. 59th St., Kansas City, MO
64129. 816-353-3084

1969

Vacant

1970/1970 ½

Merl Hayn, 14942 S. Maple Rd., Argos, IN 46501-9525
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Calendar of Events

29TH FALCON NATIONAL MEET

July 10–12, 2008 in Springfield, MO. Use registration form in this issue. More info: 501-605-1370 or 316-838-7487. Make your plans now, help out the hosts.

RENO CLASSIC CAR & PARTS SWAP MEET

August 3, 2008, 6:00 AM– 4:00 PM
Setup: After 4:00 PM on August 2, 2008.
Arco Arena, 1 Sports Parkway, Sacramento, CA 95834. Exhibitor fee: \$30. for a 17' x 17' space. Admission fee for buyers: \$6. Free parking. Information: RenoSwapMeet.com or 916-955-8777.

18TH PACIFIC REGIONAL MEET

August 15–16, 2008 in Salem Oregon. This is the first time the meet has been held outside California. Use form in this issue to enter. The next day you can attend the Ford Fever show sponsored by Dearborn Classics at the nearby Woodburn Dragstrip on August 17th.

NORTHEAST CHAPTER 12TH ANNUAL REGIONAL MEET

August 15–16, 2008 at The Publick House, On the Common, 277 Main St., Rt. 131, Sturbridge, MA. Room rate is \$84/night. 508-347-3313 or 800-PUBLICK, mention FCA. More info: Rick Bowes at 401-823-1059 or falconsprint@aol.com.

WOODWARD DREAM CRUISE

Saturday, August 16th, 2008, from 9 a.m. to 9 p.m. The world's largest one-day celebration of car culture, attracts more than one million visitors and more than 40,000 muscle cars, street rods, custom, collector and special interest vehicles. Many of the nine cities from Ferndale to Pontiac, MI have events scheduled throughout the weekend. woodwarddreamcruise.com.

DEARBORN CLASSICS OPEN HOUSE AND PARTS SALE

August 16, 2008, 9:00 AM – 3:00 PM
Dearborn Classics, 62980 Boyd Acres Road, Bend, Oregon. Dearborn Classics to open doors to all customers and club members to come down and visit the shop and showroom. Meet the staff, ask questions and buy parts. People can show their cars and spend time with friends on site. dearbornclassics.com

FORD FEVER CLASSIC CAR SHOW AND DRAG RACE

August 17, 2008, 8:00 AM – ?
Woodburn Dragstrip, Highway 219, Woodburn, Or. Take exit 271 and go west 1.5 miles. Racer: \$35., Car Show: \$25., Swap Meet: \$25., Spectator: \$15.. Information: 503-982-4461 or www.woodburndragstrip.com

METRO DETROIT CHAPTER FIRST REGIONAL MEET

August 29–30, 2008, Holiday Inn, Southgate, MI. The Metro Detroit Chapter is hosting its first Regional meet in Detroit. Join us for the Friday night cruise to the Lincoln Park Sears, the largest cruise in the Detroit Downriver area. Additional activities: Greenfield Village and the Henry Ford (formerly Henry Ford Museum) in Dearborn, and for the children, a Splash Park adjacent to the Holiday Inn. Visit <http://detroitfca.webs.com> for more info. Or call Alan Aniol 734-282-8188 or joanal@wideopenwest.com. Use the registration form in this issue.

36TH ANNUAL TY-RODS' OLD TIMERS' REUNION

September 7, 2008, 9:00 AM – late afternoon. Pre-1973 Hot rods and Customs. New location, Bolton Fairgrounds, Rt. 117, Lancaster, MA (4.5 miles west of Rt. 495 on Rt. 117) parking, \$2., Admission, \$10, under 12 free. Info: 978-357-3801 or oldtimers@ty-rods.org.

8TH CAROLINAS CHAPTER REGIONAL & ALL FORD SHOW.

September 26–27, 2008. Holiday Inn Express Hotel & Suites, 2491 Wonder Drive, Kannapolis, NC. Reservations: 704-743-1080 or 1-800-HOLIDAY. Room rate: \$75., suites \$85., mention FCA. Valve Cover Races at the Regional and a tour of a nearby Roush Racing Shop. More Info: James Baxter, 704-736-1920 or ncfalcon@charter.net.

12TH ANNUAL FUN FORD SUNDAY

September 7, 2008, 10:00 AM to 3:00 PM. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Gates open at 8:00 AM for exhibitors. Sponsor: Nor-Cal Ford Club Council Exhibitor Fee: \$20 in advance, \$30. at the gate. Info: PO Box 6682, Concord, CA 94524-1682 or <http://www.funford-sunday.com> or 510-538-7866. This is an interclub event open to all Ford, Lincolns, and Mercurys—the largest such event in northern California. Anniversary cars are 100 years Model T, 60 years F series trucks and 50 years Edsel. 500 cars expected. The show benefits various local charities.

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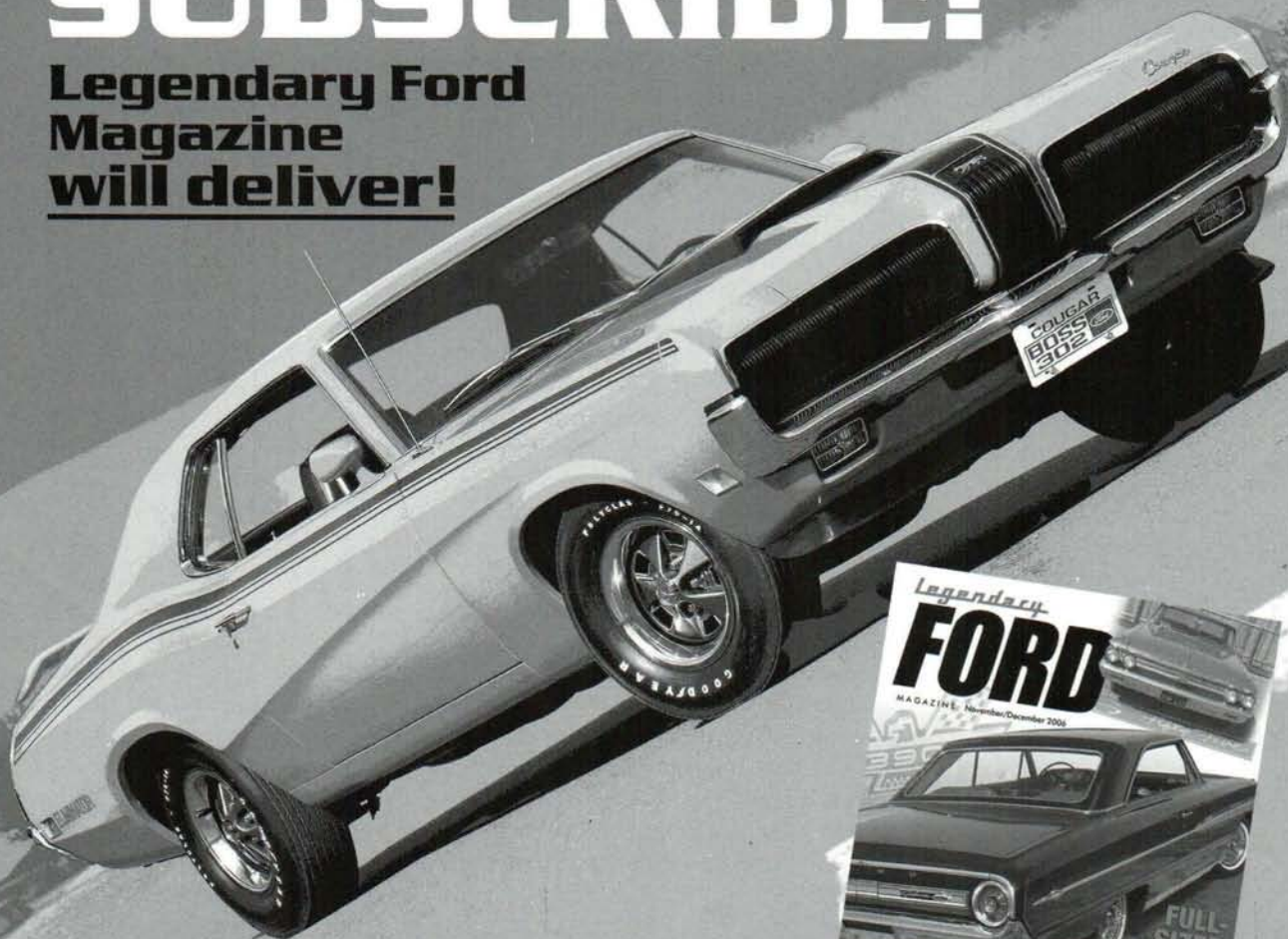
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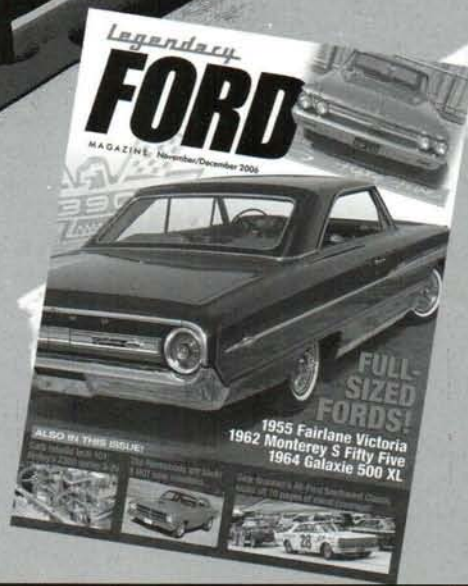



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Classified Ads (con't)

—Continued from page 25

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models. Phone Joe Tatti at 905-335-2834 after 6:00 PM EST. Ontario Canada.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-212-6528. IL.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

Complete Front Suspension Components for 63 Falcon Sprint including Pitman arm, center link, tie rods, idler arm, etc. All parts are in very good condition. \$250 OBO. Bob at 941-927-2636, Sarasota, FL.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD.

1963 Falcon 6 cylinder with transmission (automatic) \$.350. Power steering unit complete, \$475. Air conditioner (factory, complete) \$425. V8 Parts Stock transmission (automatic), \$150. 4 barrel intake (FORD) for small block. \$70. Bill Kecskes 248-887-4849 or jbkecs@netzero.com. MI.

9" Ford heavy duty rear end housing professionally narrowed to fit a Falcon. These housings utilize either of the Crites rear spring relocation kit (1st one in frame rails and 2nd one inside frame rails), 53" from backing plate to backing plate, 48" housing end to end, "Torino" style bearing ends, 1st housing spring centers 37" and 2nd housing spring centers 32 1/2", \$295.00. Used 31 spline axles with 4 1/2" bolt circle wheel pattern are available for \$100. a pair (must be shortened to fit housings); World class T-5 transmission for Ford with an S-10 tail housing, so as to move the shifter forward—rebuilt and ready to go, \$695.00. All items plus shipping or can deliver at Springfield Nationals; Russell R. Welty, 645 Langham Road, Beaumont, Texas 77707, 409-498-3596 (please call after 6:00 PM), or russell.welty@englobal.com.

1964 Sprint Convertible Running Gear: 260 V8, 2spd Trans, 3.25:1 rear end, complete front suspension, rear springs, radiator, etc. Car ran when parked. Ask-

ing \$750. Owen Bassett, 773-218-9575 or futura65@comcast.net. Can deliver to Nationals if interested. Other parts also available. IL.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Five 13 inch rims, 5 lug; \$100. for all. Seven 13 inch spoke hub caps with Ford crest spinner, \$180. for all. Set of 1964-65 chrome valve covers from Sprint. Very good shape, \$85. T10-4 speed transmission with t-handle shifter- \$475. Original Falcon radio, \$45. 2 barrel intake manifold for 260 cubic inch engine, \$60. 4 barrel intake manifold for 260 cubic inch engine, \$60. Three horn rings for Ranchero-Falcon and Fairlane, \$25.each. Three Chrome pieces that fit to the instrument panel on Falcon, \$20. each. Tom Maslanka, 860-583-6359. CT.

4-Wire wheel covers w/ spinners for 1963 Falcon Sprint (13"), in good condition, \$200 OBO. Also have 4 original

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13", 5-lug wheels for 1963 Sprint, \$50 OBO. Bob, 941-927-2636, Sarasota, FL.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.



1964 Ford 260 engine. \$3300 spent on professional rebuild. Lots of new parts, chrome and rebuilt 4 bbl Holley carb. I have the receipt from rebuild with complete list of parts. \$2700 OBO. I will do my best to answer any questions. Nate Lawson, 802-388-6553 or natelawson1@yahoo.com. VT.

1963 170 engine AND 4 Speed, hipo shifter and DS hump. Complete good working 40+ years condition. NOT rebuilt. \$750. 1963 3 Speed Tranny. Good original working condition. \$150. 1961 3 Speed Tranny. Good original working condition. \$150. Dagenham 4 Speed and Shifter Box. Works but noisy. Rebuildable Core. \$ 150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. 1966 200 CID Block & Head. Rebuildable Core \$100. 4Spd Dagenham. Parts Only \$50. Will Email pictures. Prefer local pickup in the Hudson Valley an hour North of NYC. Call Rich at

845-795-5778 or send email to powerband@hvc.rr.com.

Seven hub caps from 1963 Falcon Sprint. They are 13 inch spoke hub caps with spinner, \$195. for all. You pay the shipping. Five rims that are 13 inch, 5 lug - \$195. for all. You pay the shipping. Tom Maslanka, 860-583-6359. CT.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Falcon parts for sale. (All for \$2500.) 1964-170 engine Falcon Ranchero, 4 speed Dagenheim transmission. Additional Dagenheim clutch and linkage, complete front end, complete rear with breaks and drums. 1 set of 4 lug wheels, 1 set of 5 lug wheels, 3 core radiator. Howard Weber, 954-476-8665. 12301 NW. 23rd Ct., Plantation, FL. 33323

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

260-Core motor, ran when pulled with 4 bbl. alum. manifold, T 10 4 speed with shifter, 4 13 inch wheels, with radials, A.M. radio (core) V8 radiator. Bob Haskell, 235-661-7816 or falcon5@earthlink.net.

NOS 1964 Falcon grille \$1,295., NOS 1965 Falcon grille \$1,295., NOS 1964 headlight doors \$295., NOS 1965 headlight doors \$295., NOS hood ornament \$225., 1963 Sprint Script \$225., 1963-1965 Sprint air cleaners \$200., 1963-1965 Sprint California emissions air cleaner \$350., NOS 1964 Sprint Panel \$1,495. Vic Falcone, 518-355-7756 or vffalcon64@aol.com. NY.

1964-65 Falcon Parts: Steering wheel with tan leather cover \$30. Sunvisors complete with all mounting hardware

\$30. Speedometer with both gauges complete instrument cluster \$85. Single speed wiper motor \$25. Ranchero/Wagon: Latches for tail gate \$15. pair. Tailgate release center with both rods that connect to latches \$15. Tailgate holder (not a cable) \$7. Tail light buckets, bucket to body gaskets, tail light lenses and gaskets complete \$40. pair. All ITEMS PLUS SHIPPING Call Ray at 505-524-3371 or 1965falcon@zianet.com or P.O. Box 3 Fairacres, NM. 88033

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650 Call or email for availability and prices. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019.

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Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA .98118. 206-721-3077. Alex@books4cars.com.

Falcon News, Falcon Bulletin & Falcon Quarterly back issues from 1985-2006, about 200 copies altogether. Will sell as a set for \$99. OBO. Bob Richmond, 302-429-1906 or send email to robertsrichmond1@verizon.net. DE.

Very Red Racer

I bought my Falcon in April of 2006. It was originally a 1964 Sprint Hardtop with a 260 V8 and Borg Warner four Speed. The factory eight inch rear end; it still has the 3:50 gear set and a positraction center section.

The motor in the car when I bought it was a 289 cubic inch with a Crane hydraulic cam, Edelbrock Performer intake, Holley four barrel carburetor, MSD billet distributor and 6A ignition module.

I still have a 289 High Performance motor left over from my drag racing days. I ran a 1965 Mustang 2+2 in NHRA Super Pro. This motor had run low 11s with a crane roller and ported heads. I had sold off the "Hard Core" parts and put it back together as a street motor. I actually built the motor first and then started looking for a car to put it in. It is a .030 over 289 cu. in. with a Crane solid lifter cam, 1970 351W heads, TRW 12.0 pistons, 289 High Performance crank counterweight and balancer, Boss 302 rods, Blue Thunder Dual Quad intake with two 435 cfm Holley Carburetors.

My neighbor Roger, who owns a 1968 Z28 Camaro and a 1955 Chevrolet Bel Air, told me of a Falcon in Ohio that he knew was for sale. I contacted the owner and he agreed to trailer the car to my house in Kentucky. After unloading the car, it looked a lot rougher than I had envisioned. I was ready to balk at the deal when Roger offered me a corner of his body shop so I could do the work. That sealed the deal. I am still amazed at his generosity.

The body didn't look too bad until we stripped the paint off of her. I had never stripped a car with a single edge razor blade but Roger and I did it in six hours.



The engine that started it all



Two Guys + two razor blades = one naked car



Interior Before



Fitting the "New" doors.



Interior After



Finally turning Red.

Dennis A. White



Had to see the new wheels with the new paint



Third time I wet sanded it



I guess it was worth it!



The car finally gets to go home!



I ended up replacing the driver's rear quarter panel and both doors. Roger would shoot Slick Sand on the car during the day and I would spend the night blocking it out. I spent many, many nights blocking it out!

I finally started spraying the Viper Red Base Coat Clear Coat in June. After the first wet sanding and buffing I de-

cided I needed to do it again. It didn't look bad, but one more sanding was in order. Good thing I sprayed four coats of clear on her. Roger says one more time and it will look good!

I was finally able to drive her home in July. No dash, no carpet, no door panels, and only one bucket seat but damn—she looked good!

The previous owner had painted everything in the interior Battle Ship Grey; maybe he was a sailor. The car had 1969 Mustang bucket seats in it when I bought it and finding good Falcon cores was tough. I spent the next month switching everything over to red. I had never done upholstery work but the seats actually were pretty easy to do. The covers I purchased from Dearborn Classics were a perfect fit.

I entered a car show in August and actually won a trophy—an amazing feat considering half of the interior was missing.

This winter I will finish covering one of the bucket seats but the interior is about finished. Next: detail the engine compartment and make the engine switch.

I look forward to driving it to many more car shows and Falcon meets in the future.

Dennis A. White (FCA #12685)
Bardstown, Kentucky



These emblems are getting hard to find.



Custom "Flat" taillights from Hagan Street Rod Necessities

I am a recent member of the Falcon Club of America, and I have done a great deal of work with my 1963 Futura Convertible. The car was purchased by my parents in 1989 from a New Mexico National Park Ranger who was the original owner. The car was in pretty bad shape, as it sat for over a decade when we purchased it, but then spent several years restoring it to its original beauty. My mother, father and I scoured many junk yards across Arizona, Colorado and New Mexico to ensure that each component was original.

It was garaged again in 1995 until last year, when I purchased it from my mother. To our surprise, the car was in excellent shape, and it was running again in a matter of days.

After a new paint job, top and a tune up (it still has the original engine), it is up and running. It's a blast to take out on weekends in Austin, Texas where we live now.

My family and I enjoy working on mechanical and aesthetic elements of making the car our weekend project and "cruise" car. This car has been in our family for almost 20 years and will be an heirloom for all my kids and their kids to enjoy.

—Submitted by Chris Marquez
(FCA#12899)
Austin, Texas

Are you a new member of the Falcon Club of America? Send some photos and a few paragraphs about your Falcon(s) to the Editor at the address on page 6. Welcome, Chris, and all new FCA members, we're happy you're here!

